

DELAWARE & RARITAN CANAL:
TEN MILE RUN CULVERT
HAER No. NJ-68

HISTORIC AMERICAN ENGINEERING RECORD
INDEX TO PHOTOGRAPHS

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Delaware & Raritan Canal
Ten Mile Run Culvert
1.5 miles south of Blackwells Mills Rd.
East Millstone Vicinity
Somerset County
New Jersey

HAER No. NJ-68

Photographer: (all views) Anthony Masso
(Views 1-3)
(Views 4-8)

May 29, 1986
June 19, 1986

- NJ-68-1 View southeast at northwest facade of dewatered culvert outlet headwall, above which part of the canal bank has been removed. Buttresses and upper portion of headwall (above arches) are nineteenth-century additions to the lower, original headwall.
- NJ-68-2 View east at northwest facade of dewatered culvert outlet headwall.
- NJ-68-3 View southwest at dewatered culvert outlet headwall, with part of canal bank removed in back (left) of headwall.
- NJ-68-4 View northwest at the southeast facade of the dewatered culvert inlet headwall. Part of canal bank has been removed above the headwall.
- NJ-68-5 View northwest at the northeastmost arch of culvert inlet headwall, showing high inlet vault and interior drop arch.
- NJ-68-6 View southwest, culvert inlet with canal bank completely removed. Left to right: back of headwall; tops of high inlet barrels; vertical transition wall between high inlet barrels and low, interior, inlet barrels; tops of low interior barrels; vertical heartening planks and low cutoff wall along former edge of canal bank; dewatered canal bed.

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View north at back (canal side) of culvert inlet, with canal bank completely removed. Background to foreground: back of inlet headwall with tops of high inlet barrels exposed; vertical transition wall between high inlet barrels and low, interior, inlet barrels; tops of low interior barrels; vertical heartening planks and low cutoff wall at site of former canal edge of canal bank; dewatered canal bed and plank sheathing on top of culvert barrels beneath canal bed.

NJ-68-8

View southwest at the northeastern end of culvert inlet, with canal bank completely removed. Left to right: back of curved wingwall; tops of high inlet barrels; vertical transition wall between high inlet barrels and low interior barrels; tops of low, interior barrels; vertical heartening planks at former canal edge of canal bank.